









Col. Chas. Chaffin Long. It accomplished nothing beyond keeping Col. Long from the command of the Korean forces which had been tendered him. Indeed, it was probably never intended that it should accomplish anything else. Mr. Bryce certainly never contemplated any work of a serious nature, while Mr. Cummins was physically incompetent to command in ops or aid in any work of a military nature. Beyond a little drill and a few matters of trivial detail, the Korean authorities under Russian advice, assisted by their own inept and the middle-aged idiosyncrasy and the late-so-called American Foreign "Advisors" took good care I should not even have chance to act. I look upon the whole thing as three years of my life wasted, and return home a wiser and poorer man. The chances of my receiving what is due me are very slim so long as the United States has a State Department as at present constituted. We want diplomats *de carrière* and not *de hasard*—not petting-shy lawyers fresh from whittling toothpicks on the steps of their village country store. Nor have we much chance for broken-down merchants. If my Government is ever to regain its old influence and prestige in the East, a new leaf must be turned over by the next Administration. For beyond appointing dentists to consular positions—probably on the principle of tampering with the enemy's teeth!—and sending to foreign Courts of ministers ignorant of the language and customs of the countries to which they are accredited, the present wretched Foreign Office is doing nothing to help us. I have given you my views on questions at issue, and if they prove of value in clearing up the clouds of intrigue and rascality now hanging over the peninsula, I shall feel well repaid for having gone to the trouble of carefully studying the situation in the "far-away land of Chao-hai-nan."

## THE ENGLISH FLAG.

[The following Jingle, by Rudyard Kipling, has got into the *National Observer*. Our readers will see the precious allusion to the serious fatality which occurred yesterday at *Shan-tai* City.]

"Above the portico a flag-staff, bearing the Union Jack, remained fast in the flames for some time, but ultimately when it fell the crowd rent the air with shouts, and seemed to see significance in the incident."—*Daily Papers*.

Winds of the World, give answer! They are whispering, and to no land. And what should they know of England who only England know? The poor little street-bred people that vapour and fume and brag. They are lifting their heads in the stillness to yelp at the English Flag.

Must we borrow a clout from the Boer—to plaster anew with dirt? An Irish lar's bandage, or an English coward's shirt? We may not speak of England; her Flag's to sell or share.

What is the Flag of England? Winds of the World, declare!

The North Wind blew—From Bergen my steel-shod vanguards go;

I chase your lazy whalers home from the Disko floe;

By the Great North Lights above me I work the will of God,

And the little ship on ice-field or the Dogger fills with cod.

The lean white bear, hath seen it in the long, long Arctic night.

The milk-white snows, the standard that flouts the Northern Light!

What is the Flag of England? Ye have but my words to dare.

Ye have but drifts to conquer. Go forth, for it is there!

The South Wind sighed—"From the Virgins my mid-sea course was taken

Over a thousand islands lost in an idle main, Where the sea-gent flames on the coral and the long-backed breakers croon

Their endless ocean legends to the lazy, locked lagoon.

My basking sunfish know it, and wheeling albatross,

Where the lone wave fills with fire beneath the Southern Cross.

What is the Flag of England? Ye have but my words to dare.

Ye have but my words to dare. Go forth, for it is there!

The East Wind roared—"From the Kuriles, the Bitter Sea, I come,

And men men call the Home-Wind, for I bring the English home.

Look—look well to your shipping! By the breath of my mad typhoon

I swept your close-packed Praya and beached your best at Kowloon!

The deer-dust hath dimmed it, the flying sail—no more!

The scared white leopard winds it across the timeless snows.

What is the Flag of England? Ye have but my words to dare.

Ye have but my words to dare. Go forth, for it is there!

The West Wind called—"In squadrons the thoroughbred galleons fly

That bear the wheat and cattle lest street-bred people die.

They make my might their porter, they make my house their path,

And I lose my neck from their service and whelm them all in my wrath.

But whether in calm or wrack-wrath, whether by dark or day,

I heave them whole to the conger or rip their plates away.

First of the scattered legions, under a shrieking Dipper, between the rollers, the English Flag goes by.

The dead dumb log hath wrapped it—the naked stars have seen it, a fellow-star in the mist.

What is the Flag of England? Ye have but my words to dare.

Ye have but my words to dare. Go forth, for it is there!

DEATH OF A FAMOUS ENGINEER.

The *Glasgow Herald* of April 6th gives the following interesting account of the career of Mr. A. Bryce-Douglas, one of the best known and most accomplished of marine engineers, whose death was reported in our columns a few weeks ago—

With regret we have to announce the death of Mr. Archibald Douglas Bryce-Douglas, managing director of the Barrow Naval Construction and Armaments Company, which took place yesterday morning, at his Ayrshire residence, *Seashell Tower*, Ardrossan. Mr. Douglas was one of the most distinguished and naturally robust men of his age, but he had been suffering from occasional illness for the past six months. On Wednesday of last week he was present at the launching of the *Empress of Japan*, one of the fleet of vessels built at the Barrow establishment for the Canadian Pacific Railway Company. Feeling at the time somewhat indisposed, he did not, according to custom, go round with the vessel to Liverpool, but, proceeding by rail, he arrived at that port. The vessel left for the Clyde by sea but did not trip on the morning of

Saturday week. On the way down Mr. Douglas took ill, and was prescribed for by a medical gentleman who happened to be on board. He recovered sufficiently to be conveyed on shore on the afternoon of Sunday and to go to his residence at Ardrossan. He was at once seen by Dr. Macdonald, Ardrossan, who, perceiving the serious character of the illness, called in the assistance of Dr. Samuel J. Moore, of this city. It is supposed that Mr. Bryce-Douglas had caught cold on board the new ship, and *peritonsitis* had set in. From Monday morning Dr. Macdonald, assisted by trained nurses, remained in constant attendance on his patient day and night, with Dr. Moore in consultation sometimes twice a day, but the inflammation had got so firm a hold on the system before active treatment was commenced that human skill proved unavailing, and death took place at ten minutes past five yesterday morning.

Mr. Bryce-Douglas was born in the year 1840, and has thus been cut off in the prime of his life in the middle of his usefulness, and before he had reached the full measure of the eminence anticipated for him by his friends. He was the son of the Rev. John Bryce, who was for a period of 28 years parish minister of Ardrossan, where he died in the year 1859. Like many another son of the minister, Bryce was destined by his parents for the ministry of the Church, but his bent lay in another direction, and as from his earliest days he had a mind and a will of his own, his father wisely gave way, and allowed him to carve out his own path through life. At the age of 17 he was apprenticed to Mr. Robert Drape, joiner, Ardrossan, and at that occupation he remained for three years. But not yet had he found his vocation, and at the end of that time he removed to Glasgow, and entered the engineering establishment of Randolph, Elder & Co., at that time situated in Centre Street. There he found congenial work, and throwing himself into it with all the ardour of his nature, he soon attracted the attention of Mr. Randolph, the head of the firm, who predicted for him, even at that early age, a distinguished career. But he was not content to remain for more than a few years in the Centre Street establishment. He had always been possessed by a spirit of adventure, and early in the sixties he shipped as a stowage passenger in a sailing vessel for Australia. On the way out the captain died, and young Bryce was elected, and accepted, the situation of second mate. He spent some time roaming about Australia, enjoying the stirring life of the colony, and laying up a wonderful store of experiences, with which afterwards he was wont to entertain his friends. But neither was this life to his liking; and next he shipped as a sailor before the mast with a well-known captain of one of our ocean liners, for Callao, on the Pacific Coast. Here he found employment as an engineer with the Pacific Steam Navigation Company, and thus formed a connection which was to be of great service to him in the future. He was said to have terminated only with his death. In the year 1865 he revisited Scotland, and after spending a few months with his friends he returned to Callao to become assistant engineer of the Pacific Company. This position he occupied till 1869. In that year the headquarters of the company were removed from the island of Tago, in the Bay of Panama, to Callao, on the establishment of a line of steamers to sail direct between Liverpool and Valparaiso; and a vacancy taking place at the same time in the office of superintending engineer, Mr. Bryce received the appointment, which he held for a period of six or seven years. On his way home an incident occurred which was an index of the character of the man. A small coal-laden vessel had stranded in the Bay of Panama. He took with him from Callao a staff of men and the necessary appliances with the view of raising her. On arriving in the Bay he learned that the *Tagus*, one of the Royal Mail Company's steamers, had been wrecked on the rocks. Unable on account of the heavy sea to accomplish the work which he had come to do, he crossed the isthmus with his staff and appliances, and successfully carried out the more difficult task of raising the *Tagus*. The other vessel was also raised in due course. Mr. Bryce not only directing but taking an active part in working in the diving bells and repairing the bulks, his fertility of resource being displayed on the occasion by the employment of a locomotive to work the pumps. For the raising of the steamer the Pacific Company claimed £30,000 as salvage on the ground that Mr. Bryce, who, in terms of his engagement, had obtained a free passage home in one of their vessels, was still in their service. This claim Mr. Bryce resisted, and raised an action in the Court of Session, which proved unsuccessful. On carrying the case, however, to the House of Lords, his contention was partially sustained, and he received a sum of £6,000.

On his return to Scotland Mr. Bryce resumed his connection with the firm in which he had received his early training becoming head of the engineering department at the Fairlie Works, which were then carried on under the denomination of Messrs. John Elder & Co. Here he remained until he removed to Barrow, 17 years afterwards. The history of the Fairlie Works during that period it is unnecessary to recapitulate. Briefly, it may be stated that it was during this time that the *Arcton*, *Alaska*, the *Oregon*, and other vessels of the Canadian fleet were launched, and that the revolution in the construction of ocean-going steamers, which has not yet seen its close, was commenced. The whole of these vessels were engineered under the superintendence of Mr. Bryce-Douglas, as well as the *Orient*, the *Austral*, and the *Ormus* for the Orient Line. He also constructed the engines for the *Carr's yacht*, the *Leviathan*, for the Italian ironclad *Magenta*, and for several of the numerous vessels for the British Navy which were turned out of the Fairlie yard. He also re-engineered the Russian warship *Peter the Great*.

Mr. Bryce-Douglas's connection with Barrow commenced in 1885, when engines of his design were built under his supervision for the Pacific Steam Navigation Company's steamers *Oruba* and *Orizaba*, which were constructed by the Barrow Shipbuilding Company. These were two of the earliest examples of engines of the triple-expansion type put into ocean-going steamers. In 1888, influenced by Lord Hasting and other capitalists, Mr. Bryce-Douglas accepted the position of managing director of the Naval Construction and Armaments Company, which took over the works of the Barrow Shipbuilding. The latter company had all along been an unsuccessful enterprise, but under the new régime several important improvements and extensions were made, and new plant and machinery were laid down. Important contracts were soon secured, which rapidly brought about a renewal of activity in the shipbuilding and engineering trades of the port. Among the first orders Mr. Bryce-Douglas procured were four steamers of large size and full power for the Pacific Steam Navigation Company, a number of steamers for the British and African Steam Navigation Company, and for Messrs. Elder, Dempster & Co., of Liverpool. He also obtained the contract for three second-class cruisers to be built for the Admiralty, of which the *Albatross* was the first, and one (the *Latona*) delivered while the second cruiser, the *Malapout*, will be handed over to the Admiralty at the close of this month. He also undertook the building of three high-speed 6,000 tons steamers for the Canadian Pacific Railway Company, and intended for the service between Vancouver and Japan and China. The pioneer of these steamers, the *Empress of India*, is now on her way from Hongkong to Vancouver on her maiden voyage. The sister ship, the *Empress of Japan*, was most successful trials

last week and was taken over by her owners, and the third steamer, the *Empress of China*, was launched a fortnight ago. In the yard there are at present building nine steamers of various sizes, and it is understood that negotiations were in progress, through what is known as the Harrington Syndicate, for building four fast steamers for a new line from England to Canada. These steamers, which were to be of the twin-screw triple-expansion type, were destined to cross the Atlantic in less than five days. The hope of Barrow as a shipbuilding centre, our correspondent writes, were largely centered in Mr. Bryce-Douglas, and it is felt that his place at the head of the Naval Construction and Armaments Company will be very difficult to fill.

By a wide circle of friends Mr. Bryce-Douglas was highly esteemed. It is not too much to say that, alike by the workmen under his superintendence and the distinguished noblemen and gentlemen with whom he was in his later years associated, he was held in affectionate regard. He was a man of sterling independence, and under a rough exterior was possessed of much kindness of heart. In the work of organization he had few equals; as one who knew him well remarked, he was a born leader of men. In politics Mr. Bryce-Douglas was an advanced Liberal, and at the general election of 1885, he was approached with the view to his being brought forward as a candidate for the representation of the borough of Govan. Assurances were given of almost certain success, but he declined, to oppose Sir William (then Mr. William) Pease. On an indication of the estimation in which he was held by his professional brethren, it may be mentioned that he was elected as their representative on Lloyd's Committee by the Institution of Naval Architects, and he was present at the first meeting of the newly-constituted committee held only the other week in London.

Some years ago Mr. Archibald Douglas Bryce, as he was then known, assumed the surname of Douglas on succeeding to a small landed property in Ayr, and subsequently to his two sons. His wife was married to Miss (then Miss) Pease, of Seamlie, Ayrshire, while they were residents on the Pacific Coast. The death of his young and gifted wife was a great blow to Mr. Bryce. She was cut off during an epidemic of spotted fever, and so great was the consternation which its ravages had created that he was left without servants, and had with his own hands to lay her in the coffin and prepare her for burial. Mrs. Bryce was survived by an only daughter, but she also died about ten years ago. Two of Mr. Bryce-Douglas's sons remain, with many devoted friends, to mourn his sudden and unexpected death.

The news of the death of Mr. Bryce-Douglas, our Barrow correspondent writes, created a feeling of gloom and depression over the town. Innumerable flags half-mast high on the public buildings, public works, shipping, and elsewhere testified to the great respect in which he was held and the loss Barrow has sustained.

The great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from D. C. Freeman, Sydney, Aust.—"Having been a great sufferer from pulmonary attacks and gradually wasting away for the past two years, it affords me great pleasure to testify, and cheerfully recommend it to all suffering a similar way to myself, in addition I would say that it is very pleasant to take." Any Chemist can supply it.—A. S. Watson & Co. (Ld.), agents in Hongkong and China.—*Advt.*

## Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAMSUI. THE Company's Steamship

"FOKIEN," Captain Davis, will be despatched for the above Ports on THURSDAY, the 14th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 12th May, 1891. 713

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK. THE Company's Steamship

"THRA CHOM KLAO," Captain J. Fowler, will be despatched for the above Ports on FRIDAY, the 15th instant, at 10 A.M.

For Freight & Passage, apply to YUEN FAT HONG, Agents. Hongkong, 12th May, 1891. 721

FOR SINGAPORE, PENANG AND CALCUTTA. THE Steamship

"ARRATON APCAR," Captain J. C. Spence, will be despatched for the above Ports on SATURDAY, the 16th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, 12th May, 1891. 713

GARRISON THEATRE, NORTH BARRACKS.

Under the Patronage of H. E. Major-General G. DIGBY BARKER, C.E., Commanding the Troops in China.

THE "MILITARY MUMMERS" will give TWO PERFORMANCES of

J. PALGRAVE SIMPSON'S SENSATIONAL DRAMA "DADDY HARDACRE"

Followed by the Screaming Farce by Charles Selby, "CATCHING AN HEIRESS"

ON THURSDAY and SATURDAY, the 14th and 15th May, 1891.

Doors open at 8.30. Commence at 9 p.m.

PRICES OF ADMISSION. Reserved Seats.....\$1.00

First.....50

Second.....20

FANS AND PUNKAHs PROVIDED.

Tickets can be obtained from the Garrison Sergeant Major, Commissariat Buildings.

GOD SAVE THE QUEEN! No Smoking Allowed.

For Further Particulars see Programmes. Hongkong, 12th May, 1891. 709

Intimations.

HONGKONG TRADING CO., LD. COLONIAL HOUSE.

SOOCHOW BATH TUBS.

HONGKONG TRADING CO., LTD. 4, QUEEN'S ROAD. [368]

Hongkong, 10th April, 1891.

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, THIS EVENING, the 12th instant, at 8.30 for 9 O'CLOCK precisely. Visiting Brethren are cordially invited. Hongkong, 12th May, 1891. [682]

WHIT MONDAY AND TUESDAY, May 12th and 13th.

A GRAND BAZAAR will be held at the ITALIAN CONVENT on Behalf of the poor of that Establishment. A varied assortment of articles, both Useful and Ornamental, for Ladies, Gentlemen and Children.

THE SUPPORT OF THE COMMUNITY IS EARNESTLY SOLICITED. The Bazaar will open each day at 10 a.m. Hongkong, 11th May, 1891. 706

TO LET. BAHAR LODGE, THE PEAK.

R. B. LOT NO. 59.

THIS desirable residence with Gas laid on to be Let Furnished or Unfurnished.

Apply to HONGKONG LAND INVESTMENT AND AGENCY CO., Ltd. Hongkong, 12th May, 1891. 710

HONGKONG RIFLE ASSOCIATION.

A COMPETITION will take place on SATURDAY next, the 16th instant, for the SHORT RANGE HANDICAP CUP and SPOONS. Distances 500 and 600 yards. Usual conditions. All shooting members are requested to attend, as the scores made on this occasion will be taken into consideration by the Committee, when a team is being chosen to represent the Association in forthcoming matches. A Launch will leave the P. & O. Pier at 2.45 p.m.

FRANK COLLINS, Hon. Secretary. Hongkong, 12th May, 1891. 765

Intimations.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

THE Certificate of 25 Shares in this Company numbered 11224/11228, standing in the Register in the name of Mr. F. B. JOHNSON, having been LOST, notice is hereby given that a New Certificate for the said 25 Shares will be issued fourteen days hence, and that the original certificate, unless produced within that period, will thereafter be held by the Company as null and void.

D. GILLIES, Secretary. Hongkong, 4th May, 1891. 766

HONGKONG JOCKEY CLUB.

HONGKONG DERBY, 1891.

THE WEIGHTS for the above RACE will be weight for inches, not 10st. 10lb. as heretofore.

E. H. GORE-BOOTH, Clerk of the Course. Hongkong, 17th March, 1891. 743

J. & R. HARVEY & Co., DUNDEE DISTILLERS, GLASGOW. Established 1770.

SCOTCH WHISKIES. Finest Pure Malt Scotch Whisky. O.H.M. Old Highland Malt Whisky. F.O.S. Fine Old Scotch Whisky. V.O.S. Very Old Scotch Whisky.

Messrs. HARVEY & Co.'s Pure Malt Whiskies have for over fifty years commanded the largest sale in the English Market.

Over one million Gallons produced annually. For Prices and Samples, apply to G. RENNIE STEWART, 12, D'AGUIAR STREET, HONGKONG. Sole Agent for China and Japan. Hongkong, 28th August, 1890. 739

S. I. E. N. T. I. N. G.

SURGEON DENTIST. No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE. Consultation free. Hongkong, 18th March, 1891. 748

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

M. WONG TAI YONG, Surgeon Dentist. (Formerly articled Apprentice, and latterly assistant to Dr. ROOKES.) HAS REMOVED TO THE MARINE HOUSE, QUEEN'S ROAD, (next to the Telegraph Companies).

CONSULTATION FREE. Hongkong, 7th March, 1891. 791

## Consignees.

UNION LINE. NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND SINGAPORE.

THE Steamship "CAMBODIA."

Captain Wildgoose, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

The steamer is berthed at Kowloon Piers and Cargo impeding her discharge will be on once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected. All claims against the steamer must be presented to the undersigned on or before the 16th instant, or they will not be recognized.

RUSSELL & Co., Agents. Hongkong, 8th May, 1891. 764

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MONMOUTHSHIRE" FROM HAMBURG, ANTWERP, LONDON, AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before noon, TO-MORROW.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognized. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents. Hongkong, 8th May, 1891. 767

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "TARTAR" FROM ROTTERDAM, ANTWERP, LIVERPOOL, AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents. Hongkong, 8th May, 1891. 767

For Sale.

NOW READY.

A SECOND EDITION OF THREE THOUSAND COPIES

"THE LAW OF STORMS IN THE EASTERN SEAS."

(By W. Doherty, Director of Hongkong Observatory).

THIS useful work has been re-written and greatly enlarged, and is illustrated by lithographs showing the courses of the typhoons of late years.

The pamphlet is issued at One Dollar, and may be obtained from Messrs. Kelly & Walsh, Limited, Hongkong.

"Lane, Crawford & Co."

"G. Falconer & Co."

"C. T. Guppy & Co."

"J. Blackhead & Co."

"Housman, Herbert & Co."

"Mace & Schmidt."

Mr. W. Brewer.

The Hongkong Trading Co., Ltd.

Mr. M. F. da Silva, Canton.

Messrs. de Mello & Co., Macao.

Mr. N. Moitie Amoy.

Messrs. Hodge & Co., Foochow.

Messrs. Kelly & Walsh, Limited, Shanghai.

Messrs. Kelly & Walsh, Limited, Yokohama.

Rev. S. J. Smith, Bangkok.

Messrs. Sayle & Co., Ltd., Singapore.

Messrs. Amédée Frères & Co., Paris & London.

or the "HONGKONG TELEGRAPH" OFFICE, Pedder's Hill, Hongkong, 17th September, 1890.

W. S. MARTEN, ARTISTIC DECORATOR, 4, DUNDRELL STREET, HONGKONG. Hongkong, 6th April, 1891.



## Commercial.

**LATEST QUOTATIONS.**  
 Hongkong and Shanghai Bank, cum New Issue, 22 1/2 per cent. premium, sellers.  
 Union Insurance Society of Canton—\$95 per share, buyers.  
 China Traders' Insurance Company—\$63 per share, buyers.  
 North China Insurance—Tls. 275 per share, buyers.  
 Canton Insurance Company, Limited—\$115 per share, sellers.  
 Yangtze Insurance Association—Tls. 70 per share, nominal.  
 On Tai Insurance Company, Limited—Tls. 130 per share, sellers.  
 Hongkong Fire Insurance Company—\$308 per share, sellers.  
 China Fire Insurance Company—\$32 1/2 per share, sellers.  
 Hongkong and Whampoa Dock Company—\$97 per cent. premium, sellers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$33 per share, sellers.  
 China and Manila Steam Ship Company—120 per share, sellers.  
 Hongkong Gas Company—\$131 per share, sellers.  
 Hongkong Hotel Company—\$120 per share, buyers.  
 Hongkong Hotel Co.'s Six per cent. Debentures—\$50.  
 Indo-China Steam Navigation Company, Limited—30 per cent. discount, buyers.  
 Douglas Steamship Company—\$46 per share, sellers.  
 China Sugar Refining Company, Limited—\$93 per share, sellers.  
 Luson Sugar Refining Company, Limited—\$92 per share, buyers.  
 Hongkong Ice Company—\$90 per share, buyers.  
 Hongkong and China Bakery Company, Limited—\$75 per share, sellers.  
 Hongkong Dairy Farm Co., Limited—\$7 per share, sellers.  
 A. S. Watson & Co., Limited—\$31 per share, premium, sellers.  
 Chinese Imperial Loan of 1884 B—\$3 per cent. premium, buyers.  
 Chinese Imperial Loan of 1884 C—\$5 per cent. premium, buyers.  
 Chinese Imperial Loan of 1886 E—14 per cent. premium.  
 Hongkong Rope Manufacturing Company, Limited—\$125 per share, buyers.  
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.  
 Punjion and Sungle Dua Samantan Mining Co.—\$4 per share, buyers.  
 The Raub Gold Mining Co., Limited—80 cents per share, buyers and sellers.  
 Inamur Mining Co., Limited—\$103 per share, sellers.  
 The Balmoral Gold Mining Co., Limited—\$7 per share, sellers.  
 Hongkong and Kowloon Wharf and Godown Company—\$81 per share, buyers.  
 Tongkin Coal Mining Co.—\$440 per share, buyers.  
 The Hongkong High-Level Tramway Co., Limited—\$65 per share, buyers.  
 The East Hong Kong Planning Co., Limited—\$10 per share, sellers.  
 H. G. Brown & Co., Limited—\$51 per share, buyers.  
 The Seng Koyah Planting Co., Limited—\$13 1/2 per share, buyers.  
 Crickbank & Co., Limited—\$35 per share, nominal.  
 The Steam Launch Co., Limited—nominal.  
 The Austin Arms Hotel and Building Company, Limited—\$13 per share, sellers.  
 The Chinese-Borneo Co., Limited—\$16 per share, sellers.  
 The Hongkong Brick and Cement Co., Limited—\$24 per share, sellers.  
 The Green Island Cement Co.—\$17 per share, sellers.  
 The Hongkong Land Investment Co., Limited—\$87 per share, sellers.  
 The Hongkong Electric Light Co., Limited—\$6 per share, sellers.  
 Geo. Fenwick & Co., Limited—\$14 per share, sellers.  
 The West Point Buildings Co., Limited—\$30 per share, sellers.  
 The Peak Hotel and Trading Co., Limited—\$8 per share, sellers.  
 The Labuk Planting Co., Limited—\$25 per share, sellers.  
 The Laming Planting Co., Limited—\$7 per share, buyers.  
 The Tebbin Mining and Trading Co., Limited—\$24 per share, sellers.  
 The Selama Tin Mining Co., Limited—\$1 per share, sellers.  
 The Shamien Hotel Co., Limited—nominal.  
 The Kowloon Land Investment Co., Limited—\$15 per share, buyers.  
 The Bank of China & Japan & the Straits Ld.—\$17 per share, buyers.  
 The Bank of China & Japan & the Straits Ld.—Founders' shares, £150 per share, sellers.  
 The Hongkong Marine Ld.—nominal.  
 London and Pacific Petroleum Co., Ld.—£15, sellers.  
 The National Bank of China, Ld.—30 per cent. dis., sellers.  
 The National Bank of China, Ld.—Founders' shares, \$425 per share, buyers.

## EXCHANGE.

On London—Bank T. T. 111/16  
 Bank Bills, on demand 111/16  
 Bank Bills, at 4 months' sight 111/16  
 Credits at 4 months' sight 111/16  
 Documentary Bills, at 4 months' sight 111/16  
 On Paris—Bank T. T. 111/16  
 Bank Bills, on demand 111/16  
 Credits at 4 months' sight 111/16  
 On India, T. T. 111/16  
 On Demand 111/16  
 On Shanghai—Bank T. T. 111/16  
 Private, 30 days' sight 111/16

## MAILS EXPECTED.

**THE GERMAN MAIL.**  
 The Norddeutscher Lloyd's Co.'s steamer *Stuttgart*, with the German mail of the 14th instant, left Singapore on the 14th instant at 8 p.m. and may be expected here on the 14th.

**THE AMERICAN MAIL.**  
 The O. & S. N. Co.'s steamer *Albatross*, with mails, etc., from San Francisco, left the 14th ultimo, has arrived at Yokohama and will leave for this port to-morrow.

**THE AUSTRALIAN MAIL.**  
 The E. & A. S. Co.'s steamer *Monmouth* left Port Darwin on the 14th instant and may be expected to arrive on the 15th.

**THE INDIAN MAIL.**  
 The steamer *Yagou*, from Calcutta, left Singapore on the 6th instant and is due here on the 12th.

**THE CANADIAN MAIL.**  
 The Canadian Pacific Steamship Co.'s steamer *Empress of India*, left Vancouver for Japan and Hongkong on the morning of the 9th inst.

## STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Tokoro* left Singapore on the afternoon of the 7th inst. and is due here on the 12th.

The 'Union' line steamer *Esperanza* left Singapore on the 8th instant and may be expected to arrive on the 14th.

The Austro-Hungarian Lloyd's S. N. Co.'s steamer *Thiele*, from Trieste, left Singapore on the 8th instant at 5 p.m. and is due here on the 15th.

The Ocean Steamship Co.'s steamer *Laurie* left Singapore on the 11th instant and is due here on the 17th.

The P. & O. S. N. Co.'s steamer *Phaethon* left Bombay on the 4th instant at 5 p.m. and is due here on the 21st.

## CHINA COAST METEOROLOGICAL REGISTER.

11th May, 1891.—At 4 p.m.

STATION.	Wind	Temp.	Bar.	Humid.	Dir.
Whampoa	SE	78	30.1	85	SE
Victoria	SE	78	30.1	85	SE
Shanghai	SE	78	30.1	85	SE
Amoy	SE	78	30.1	85	SE
Swatow	SE	78	30.1	85	SE
Shanghai	SE	78	30.1	85	SE
Amoy	SE	78	30.1	85	SE
Swatow	SE	78	30.1	85	SE
Shanghai	SE	78	30.1	85	SE
Amoy	SE	78	30.1	85	SE
Swatow	SE	78	30.1	85	SE

12th May, 1891.—At 10 a.m.

STATION.	Wind	Temp.	Bar.	Humid.	Dir.
Whampoa	SE	78	30.1	85	SE
Victoria	SE	78	30.1	85	SE
Shanghai	SE	78	30.1	85	SE
Amoy	SE	78	30.1	85	SE
Swatow	SE	78	30.1	85	SE
Shanghai	SE	78	30.1	85	SE
Amoy	SE	78	30.1	85	SE
Swatow	SE	78	30.1	85	SE
Shanghai	SE	78	30.1	85	SE
Amoy	SE	78	30.1	85	SE
Swatow	SE	78	30.1	85	SE

The barometer is falling. Gradually very gentle. Weather very cloudy and dry, but thunderstorms in some places. (Noted at 10 a.m.)

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## HONGKONG TEMPERATURE.

From Messrs. Geo. F. Moore & Co.'s Register.	Today
Barometer—p.m.	30.1
Thermometer—p.m.	78
Thermometer—p.m.	78
Thermometer—p.m.	78
Thermometer—p.m.	78
Thermometer—p.m.	78
Thermometer—p.m.	78
Thermometer—p.m.	78
Thermometer—p.m.	78
Thermometer—p.m.	78
Thermometer—p.m.	78

## Shipping.

## ARRIVALS.

SIGMA, British steamer, 845, E. F. Stovall, 11th May—Saigon 7th May, Rice and Paddy.—Chinese.

FORKIN, British steamer, 309, W. Davis, 14th May—Swatow, 11th May, General.—D. Laprak & Co.

## CLEARANCES AT THE HARBOUR OFFICE.

Amoy, German steamer, for Shanghai.  
 Glangary, British steamer, for Shanghai.  
 Telarita, British steamer, for Kutchinora.  
 Thales, British steamer, for Swatow, etc.  
 Libella, British steamer, for Saigon.  
 Catterthun, British steamer, for Singapore, etc.  
 Lombard, British steamer, for Singapore, etc.  
 Sary Wong, British steamer, for Kobe.

## DEPARTURES.

May 11, *Orient*, German bark, for Hongkong.  
 May 11, *Wm. Le Lachur*, British bark, for Manila.  
 May 11, *Canlon*, British steamer, for Swatow.  
 May 12, *Polykymia*, German steamer, for Yokohama.  
 May 12, *Camille*, British steamer, for Manila.  
 May 12, *Yokohama*, German str., for Quinhon.  
 May 12, *Durolas*, German steamer, for Kutchinora.  
 May 12, *Thales*, British str., for Swatow, etc.  
 May 12, *Lombard*, British steamer, for Singapore, etc.  
 May 12, *Catterthun*, British steamer, for Singapore, etc.  
 May 12, *Sary Wong*, British str., for Kobe.  
 May 12, *Amoy*, German steamer, for Shanghai.  
 May 12, *Libella*, British steamer, for Saigon.

## PASSENGERS—ARRIVALS.

Per *Forkin*, str., from Swatow.—Messrs. H. Rhein, Langguth, and 40 Chinese.

## REPORTS.

The British steamship *Stitha* reports that the left Cape St. James at 5 p.m. on the 7th instant. Had moderate weather and smooth sea throughout the passage.

The British steamship *Phaethon* reports that she left Swatow on the 11th instant. Experienced light south-east winds and heavy weather. Broader Paddy thence to port had high wind and heavy weather. In Swatow the steamship *Taiwan*.

## Post Office.

## A MAIL WILL CLOSE.

For *Bangkok*—For *Kong*—*Yang*—to-morrow, the 13th instant, at 8.30 a.m.  
 For *Singapore*—Per *Eliza*—to-morrow, the 13th instant, at 9.30 a.m.  
 For *Shanghai*—Per *Glangary*—to-morrow, the 13th instant, at 11.30 a.m.  
 For *Singapore*—Per *Propheta*—to-morrow, the 13th instant, at 4.30 p.m.  
 For *Europe*—Per *India*—via *Bombay*—Per *Bahara* on Thursday, the 14th instant, at 11.30 a.m.  
 For *Amoy* and *Manila*—Per *Don Juan* on Thursday, the 14th instant, at 1.30 p.m.  
 For *Nagasaki*, *Kobe*, and *Yokohama*—Per *Vivona* on Friday, the 15th instant, at 1.30 p.m.  
 For *Sandakan*, *Timor*, *Port Darwin*, *Thames*, *Island*, *Coblenz*, *Cairns*, *Townsville*, *Brisbane*, *Sydney*, and *Melbourne*—Per *Quilira* on Saturday, the 16th instant, at 1.30 p.m.  
 For *Yokohama* and *San Francisco*—Per *City of Rio de Janeiro* on Tuesday, the 19th instant, at 9.30 p.m.  
 For *Europe*, *Amoy*, *India*, *via* *Madras*, and *Manila*—Per *Yagou* on Wednesday, the 20th instant, at 11.30 a.m.

## SHIPPING IN HONGKONG.

## STEAMERS.

ABYSSINIA, British steamer, 2,448, J. C. Williamson, R.N.R., 14th May—Saigon 7th May, Rice—Doddwell, Canill & Co.  
 ALBION, German steamer, 200, Petersen, 3rd May—Fakoh, via Hothow and May, General.—Wolter & Co.  
 AKRATOOM AKCAR, British steamer, 1,302, J. G. Spence, 23rd April—Calcutta 8th April, Penang 14th, and Singapore 17th, Oplum and General.—D. Sassoon, Sons & Co.  
 CHOW-CHOW-FOO, German steamer, 700, F. Clausen, 10th May—Whampoa—10th May, General.—Molchers & Co.  
 CLAN, German steamer, 671, H. Island, 10th May—Halphong 8th May, Rice and General.—Slomson & Co.  
 ELECTRA, German steamer, 2,000, T. Hildebrandt, 11th May—Kobe 5th May, General.—Slomson & Co.  
 FAMA, British steamer, 117, Lieut. Wm. G. Conley, R.N.R.—Hongkong Government tender.  
 GENERAL WERDER, German steamer, 1,000, M. Eickel, 5th May—Yokohama 4th April, Mails and General.—Molchers & Co.  
 GRACE, British steamer, 1,764, A. Scotland, 10th May—Saigon 7th May, Rice—Doddwell, Canill & Co.  
 GUNBOAT, British steamer, 1,955, Solly, 10th May—London 29th March and Singapore 4th May, General.—Jardine, Matheson & Co.  
 IKHARAN, German steamer, 894, Piper, 8th May—Saigon 4th May, Rice and Paddy.—Wolter & Co.  
 KONG SHAN, British steamer, 862, J. B. Jackson, 7th May—Bangkok 30th April, Rice.—Yuen Fat Hong.  
 LANCLOT, British steamer, 1,564, J. Thomas, 10th May—Saigon 6th May, Rice and Paddy.—Arnold, Karberg & Co.  
 PERA CHOW KLAU, British steamer, 1,011, J. Fowler, 9th May—Bangkok 3rd May, General.—Yuen Fat Hong.  
 PILOT, British steamer, 10, A. Stepani—Hongkong and Whampoa Dock Co.  
 PROPHETA, British steamer, 1,387, W. H. Farnand, 5th May—Saigon 1st May, Rice.—Order.  
 SOMETHING PERA NANO, British steamer, 1,057, R. Jones, 10th May—Bangkok and May, and Koh-ah-chang 4th, Rice and Teakwood.—Yuen Fat Hong.  
 VERONA, British steamer, 1,876, F. H. Seymour, 10th May—Yokohama 2nd May, Mails and General.—P. & O. S. N. Co.

## SAILING VESSELS.

ADOLPH ORRIG, American bark, 1,376, F. Carleton, 5th March—New York 31st August, Kerosene Oil.—Renter, Brockmann & Co.  
 ALTAIR, British bark, 309, J. Munro, 6th May—Tamsui 30th April, Coals.—Wolter & Co.  
 AUSTRIA, British bark, 1,105, Geo. N. Dakin, 30th April—New York 11th Nov., Kerosene Oil.—Order.  
 COLUMBUS, German ship, 1,428, L. Heesloot, 11st April—Singapore 30th March, Timber.—Molchers & Co.  
 DON JUSTO, American bark, 708, B. Nelson, 21st April—Singapore 28th Feb., Timber. Captain.  
 DOROTHY, German bark, 620, H. F. Moeller, 15th March—Hamburg 20th Oct., General.—Slomson & Co.  
 DOROTHY, British bark, 310, Angus Croal, 21st April—Pitago and April, Timber.—Gibb, Livingston & Co.  
 ELEGANT, Chinese bark, 457, Optum Examina—Roa Nide, Siamachin Island—Chinese Customs.  
 HYDRA, Danish bark, 786, C. Christensen, 26th April—Hamburg 5th December, General.—Carlowitz & Co.  
 KRISTINA NILSSON, German brig, 280, C. J. Boyden, 7th May—Taiwan 5th May, Sugar.—Chinese.  
 MARIE, Boko, German bark, 516, L. Hindrichs, 29th April—Singapore 20th March, Timber.—Wolter & Co.  
 MCARDLE, American ship, 1,313, F. L. Oakes, 28th April—New York 30th November, Petroleum.—Order.  
 SARA MICHINEZ, Peruvian schooner, 245, A. Muntalaga, 4th July—Saigon 27th June, Rice.—Captain.  
 ST. JAMES, American ship, 1,487, W. D. Burnham, 28th April—Shanghai 21st April, Ballast.—Rae & Co.  
 VORING, Norwegian bark, 302, O. P. Larsen, 22nd April—Kiel Island 17th March, Timber.—Slomson & Co.

## Intimations.

## NOTICE.

## HONGKONG &amp; WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour some of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

(Incorporated, 26th August, 1884.)

## Dr. Knorr's ANTI-PYRINE.

(Dose for Adults 15 to 35 grains troy.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. To be had from every reputable Chemist and Druggist. Ask for Dr. KNORR'S ANTI-PYRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red ink.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!

HONGKONG, 10th May, 1891.

## G. FALCONER &amp; CO.

WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.

NAUTICAL INSTRUMENTS.

CHARTS AND BOOKS.

No. 4, Queen's Road Central.

## Mails.

## STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, PLYMOUTH, VENICE, LONDON.

BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "BOKHARA" Captain J. J. Welghel, with Her Majesty's Mail, will be despatched from this for LONDON, via BOMBAY AND SUEZ CANAL ON THURSDAY, the 14th May, at Noon.

Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipping, arriving one week later than by the ordinary direct route via Colombo.

Tea will be sent either via Bombay or Colombo, according to arrangement.

For further particulars regarding FREIGHTS AND PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared to the Company's Office.

Shippers particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, and May, 1891.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via YOKOHAMA ON TUESDAY, the 10th May, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Shippers particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets—First and second class only.—Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for 12 months at 25 per cent. off Return Fare.

(Time is reckoned from the date of issue of ticket of re-embarkation at Vancouver.)

Passengers to Pacific Coast Points and to Interior and Eastern Points of Canada and U.S.A. should be in possession of return tickets, but who re-embark at Vancouver within 12 months from date of issue of original ticket, will be allowed 50 per cent. off the return fare.

Prepaid return tickets to Liverpool and London will be issued available for 12 months at \$550 or for 4 months \$375.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 5th May, 1891.

## Hotels.

## THE MOUNT AUSTIN HOTEL.

A SELECT FAMILY AND RESIDENTIAL HOTEL, situated 1,400 feet above the sea level, commanding on the one side a magnificent view of the Harbour with the Mainland in the distance, and on the other of hills and mountains, with the sea beyond dotted with islands as far as the eye can reach, surrounded by extensive promenades and pleasure grounds, including three good Tennis Courts. The Mount Promenade alone is nearly an acre in extent, and the Flagstaff in its centre can be seen from a great distance in every direction.

The Hotel is replete with every accommodation for Families and Gentlemen.

The Manager, Mr. ROBERT ISHERWOOD, will be assisted by an Efficient Lady, Staff, and the Hotel will be conducted upon the best English system. The accommodation comprises a spacious Dining Hall, Private Dining Rooms, Drawing, Reading, Smoking, Grill, Billiard, and Private Sitting Rooms, with Fifty-four Bedrooms each provided with separate Bath-room and every convenience.

Tramway Tickets will be supplied to Visitors at Reduced Rates.

The Hotel will Open on or about the QUEEN'S BIRTHDAY.

For terms apply to the Secretary at the Company's Office, 38 and 40, Queen's Road Central, Hongkong.

Hongkong, 30th April, 1891.

## THE SHAMEN HOTEL.

## BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool airy and comfortably furnished, and the spacious Dining Room, Sitting Room, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A. F. DE ROZARIO, Manager.

Hongkong, 4th November, 1890.

## THE BOA VISTA.

## BISHOP'S BAY, MACAO.

THIS House, situated on the sea shore in one of the best and healthiest parts of Macao, and commanding an admirable view facing the South, was OPENED as a HOTEL on the 1st July.

Every comfort will be provided for visitors, with excellent cuisine and choice Wines.

Hot, Cold, Showers, and Sea Water Bathing, Large and well Ventilated Dining, Billiard, and Reading Rooms, and well supplied Bar, and a small dairy is attached to the premises.

Mrs. MARIA E. DOS REINDEIRA, Proprietress.

Hongkong, 7th May, 1891.

## Mails.